



# Public Meeting for the Proposed Carl Moyer Marine Vessel Chapter Updates

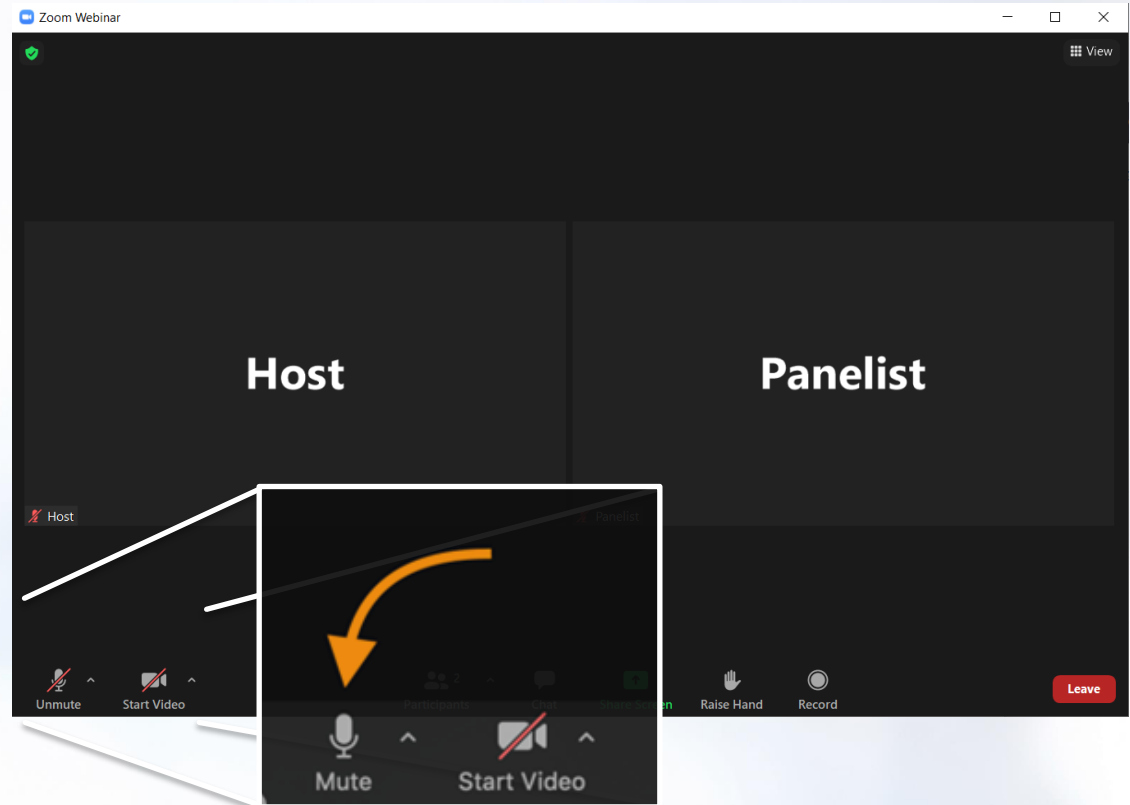
July 28, 2023

# Zoom Orientation

## Mute/Unmute

Please stay muted until your name is called.

- **On screen:**  
Mute button at bottom left
- **On phone:**  
Dial \*6

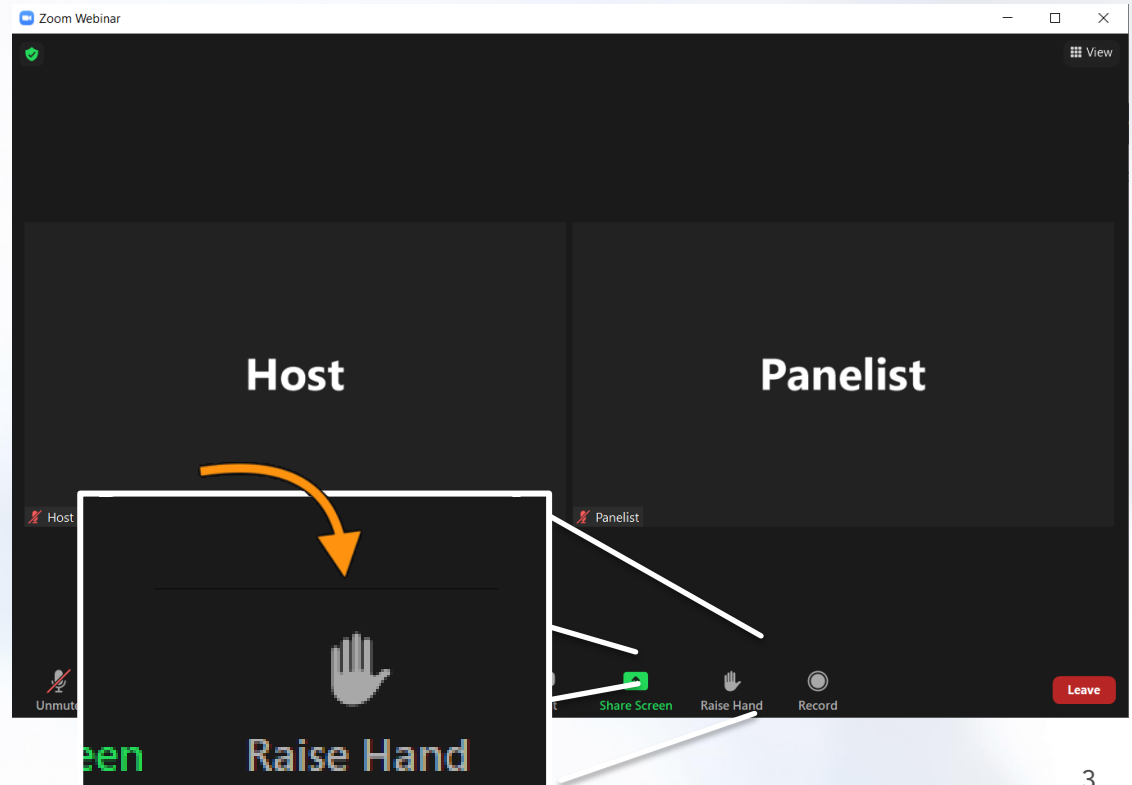


# Zoom Orientation

## The Queue to Speak

Please use **Raise Hand** to join the queue to speak.

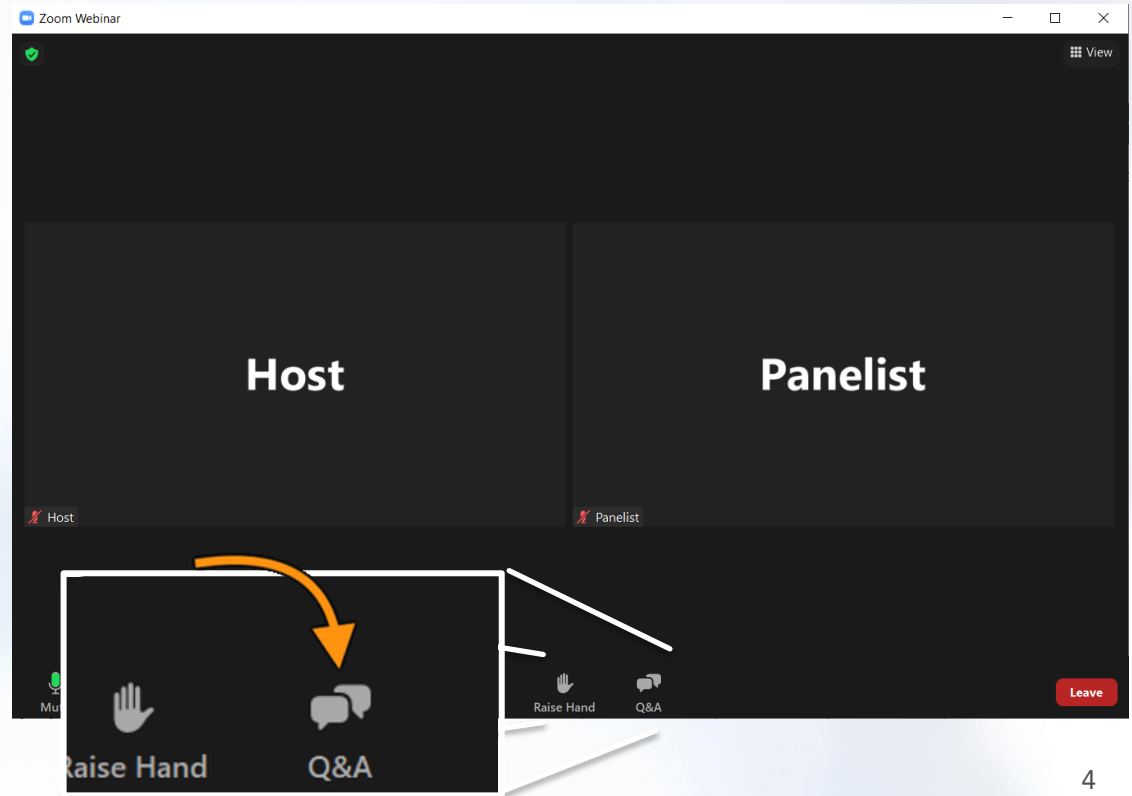
- Click: **Raise Hand**
- On the phone: Dial #2



# Zoom Orientation - Attendees

## Q&A

- You may use the Q&A function throughout the meeting.
- We will address questions during the public comment portion only.



# Agenda

- Moyer Marine Vessel Projects Background
- Regulatory Amendment Overview
- Fundamental Eligibility Requirements
- Proposed Chapter 7 Updates
- Next Steps & Timeline
- Q & A

# Moyer Marine Vessels Posted Materials

- Proposed Updates to Chapter 7

- Presentation link

Carl Moyer Memorial Air Quality Standards  
Attainment Program Meetings & Workshops |  
California Air Resources Board

# Carl Moyer Program Background

- Partnership between air districts and CARB
- Funds cleaner-than-required engines, equipment, and emission reduction technologies
- SIP-creditable
  - Permanent, surplus, enforceable, and quantifiable
- Grant awards based on cost-effectiveness limit

# Regulatory Amendment Overview

- Commercial Harbor Craft (CHC)  
Amendments adopted by CARB Board on March 24, 2022; effective Jan 1, 2023
- Regulatory amendments include:
  - Turnover to Tier 3 or Tier 4 +DPF
  - Additional regulated vessel categories
  - Zero-emission (ZE) and hybrid for selected vessel categories
- Proposed update Carl Moyer Chapter 7:  
Marine intends to clarify funding opportunities relative to recent CHC amendments



<https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>



# Fundamental Eligibility Requirements

- Baseline engines must be scrapped.
- Funded engines must be installed prior to the compliance date.
- Funding based on engine hours or fuel consumption.
- Vessel owners must submit documentation to demonstrate compliance with the regulation including annual reporting.

# Proposed Chapter Updates

- Expands eligible vessel types to include newly regulated vessels
- Clarifies maximum funding percentage by project types and emission standards
- Clarifies opportunities for vessels with alternative compliance dates
- Defines vessel replacement project criteria, including ZE and ZE capable hybrid vessels
- Reduces project life to 1-year

# Opportunities for Newly Regulated Vessels

- Commercial Passenger Fishing Vessels (CPFV)
- Commercial Fishing Vessels
- All Tank Barges
- Pilot Vessels
- Workboats
- Research Vessels



# Maximum Funding Percentage: 85%

- Tier 4 and Tier 3 standards for specific vessel categories
- CARB verified retrofit (diesel particulate filter)
- Vessel replacement
- Commercial Fishing Vessels
- ZE or ZE capable hybrid repowers

# Vessel Replacement Projects

- Vessels repowers that compromise structural integrity or stability of the vessel
- Extensive vessel modifications that reduce passenger capacity by 25%+
- Replacement cost limited to repower cost vs vessel replacement
- Vessel replacement projects eligible via a case-by-case (CBC)

# ZE & ZE Capable Hybrid Vessels

Updated criteria to be eligible for funding:

- Requires CARB approval of the Zero-Emission & Advanced Technology application.
  - Eliminates need for CBC approval.
- ZE and ZE capable hybrid 5-year max project life
- Requires warranty
- Requires documentation if Alternative Control of Emissions program vessel

# Minimum Project Life



- Update minimum project life to 1-year
- Project must be installed and in operation (post-inspected) a minimum of one full year prior to compliance deadline.

# Next Steps & Timeline

- 45-day comment period closes
  - August 12, 2023
- Chapter 7 update finalized approximately two weeks after comment period closes.
  - Gov delivery notice sent to all stakeholders with link to final chapter when final.





**Questions?**



Please email questions and comments to:  
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